(ख) भारतीय यार्डों को, जिसमें कोचीन शिपयार्ड लिमिटेड भी शामिल है, जहाजों के निर्माण के लिए आर्डर देने की ऐसी कोई नीति नहीं है । तथापि, भारतीय यार्डों में निर्मित जहाजों के मूल्य निर्धारण के लिए जिसमें सरकार द्वारा एवं भारतीय यार्डों को आर्डर देने वाली कम्पनी द्वारा दी जाने वाली सब्सिडी भी शामिल है, एक नीति है ।

(ग) कोचीन शिपयार्ड लिमिटेड में इस समय 2565 स्थाई कर्मचारी हैं । कोई अस्थायी कर्मचारी नहीं है ।

Enquiry on issuance of permits to Private Buses

430. SHRI MOHINDER SINGH LATHER:

SHRI SATYA PRAKASH MALAVIYA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the Delhi High Court have recently directed to institute an enquiry into the working of the Delhi STA particularly in the matter of issuance of permits to private buses running on DTC routes;

(b) if so, whether any enquiry has been instituted by the Government; and

(c) if so, the level at which the enquiry is being conducted stating the terms of references and the period by which the enquiry is expected to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) and (c) Does not arise.

Negligent driving by Red Line Buses

431. SHRI ANANT RAM JAISWAL:
SHRI MOHINDER SINGH LATHER:

Will the Mininster of SURFACE TRANSPORT be pleased to state:

(a) whether attention of Government have been drawn to the news item 'Red Line drivers have many dead lines to meet' in Hindustan Times dated 30th May, 1993.

(b) if so, what is Government's reaction thereto; and

(c) what steps Government have taken to control the rash and negligent driving by the Red Line buses and to make the Delhi roads more so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The news items appeared in 'The Times of India'. Government have taken note of it.

(b) and (c) As per the permit conditions only drivers having Heavy Motor Vehile driving licence and Public Service Badge are allowed to drive the Red Line Buses. No driver who was dismissed or sacked by the DTC is authorised to drive. Responsibility is cast upon the operators to ensure that permit conditions are obeyed scrupulously.

The Delhi Police have been carrying out prosecutions to deter the drivers from driving the bus in a reckless manner. The Police have also been taking action to discourage unauthorised driving of Red line buses by prosecuting persons indulging in driving these buses without uniform and badges.

Government have been regularly monitoring the progress of enforcement of permit conditions and traffic rules by the Red Line Buses with a view to minimise accidents.

Prosecution of Red Line Buses

432. SHRI TRILOKI NATH CHATUR VEDI:

DR. MURLI MANOHAR JOSHI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of red line buses involved in fatal accidents in Delhi since these buses have been given permits;

(b) the number of persons maimed and injured;

(c) the number of red line buses prosecuted till the end of June, 1993;

(d) the number of drivers of red line buses who have taken the driving test so far under STA together with the number of drivers who could not pass the test; and

(e) whether the special drive against the red menace launched by the traffic police and STA has been discontinued and what steps are being taken to bring order on the Delhi roads?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) 77 red line buses were involved in fatal accidents till 27-6-1993;

(b) As per information received from Delhi Police 261 persons were injured.

(c) The Delhi Police have carried out 33508 prosecution of redline buses till June, 1993. The enforcement staff of Department of Transport, Govt. of National Capital Territory of Delhi issued 14099 challans to redline buses during the same period.

(d) Out of 476 drivers who appeared in the proficiency test, 268 passed the test till 30-6-1993.

(e) No, Sir. The Delhi Traffic Police are organising special prosecution drive against redline buses. The Enforcement Staff of Department of Transport, Delhi are constantly checking route violations and violation of permit conditions etc., by the redline buses. An awareness compaign to educate the drivers has also been launched by the Department.

The Government have been regularly monitoring the progress of Enfocement of traffic rules and permit conditions of redline buses.

Development of National Highways in Delhi, Ambala and Ludhiana

433. SHRI S. S. SURJEWALA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether government are aware of the acute traffic problem on the National and State Highways in the country resulting in the traffic jam, death and injury, delayed movement of vehicles resulting in the heavy wastage of petrol and diesel;

(b) if so, the steps being taken/proposed to be taken by Government in this regard;

(c) by when the National Highway between Delhi and Ambala is likely to be made four laned;

(d) whether Government propose to make Delhi and Sirsa part of the National Highway into four-lane, if so by when; and

(e) whether Government propose to convert Delhi-Narwana-Pattran-Ludhiana State Highway into a National Highway; and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Constitutionally, the Government of India are concerned with development and maintenance of roads declared as National Highways. State Highways are the responsibility of the State Governments concerned. Due to increase in traffic volume, there is traffic congestion as also increase in road accidents, delay in traffic movement and increase in fuel consumption. Development of National Highways is undertaken to mitigate these problems within the funds available as a continuing activity.

(c) Delhi to Murthal Section of Delhi-Ambala National Highway is already 4 lane wide. Work of 4 laning Murthal-Karnal Section is in progress. Work beyond Karnal (km 132) to Ambala is yet to start.

(d) Delhi-Bahadurgarh Section of Delhi-Rohtak-Sirsa National Highway is already 4 lane. The Section from Bahadurgarh to Rohtak has been included for 4 laning in the Eighth Plan. It has not been possible to include the remaining section from Rohtak to Sirsa for 4 laning in 8th Plan due to resource constraints.

(e) No, Sir.